

Amendments to the Claims:

The following listing of claims will replace all prior versions, and listings, of claims in the application:

- 1-19. (Canceled)
20. (Currently Amended) The tire defined in claim 32, wherein the angle of the sipes in the first and second ribs is 7°.
21. (Currently Amended) The tire defined in claim 32, wherein the sipes have a depth of between 20% and 100% of the height of the tread blocks.
22. (Currently Amended) The tire defined in claim 32, wherein the sipes are substantially perpendicular to the mid-circumferential plane of the tire.
23. (Currently Amended) The tire defined in claim 32, wherein the sipes are formed at an angle with respect to the mid-circumferential plane of the tire.
24. (Currently Amended) The tire defined in claim 32, wherein the sipes each have a width of between 0.015 inches and 0.06 inches.
25. (Currently Amended) The tire defined in claim 24, wherein the sipes have a width of approximately 0.03 inches.
26. (Currently Amended) The tire defined in claim 32, wherein the sipes have a zig-zag pattern.
27. (Currently Amended) The tire defined in claim 32, wherein the sipes are formed in opposed shoulder ribs of the tire.
28. (Currently Amended) The tire defined in claim 32, wherein the sipes are formed in opposed intermediate ribs of the tire.
29. (Currently Amended) The tire defined in claim 32, wherein the sipes extend partially across the lateral width of the tread blocks.

30. (Currently Amended) The tire defined in claim 32, wherein certain of the laterally extending grooves have a generally V-shaped configuration.

31. (Canceled)

32. (Currently Amended) A pneumatic tire having a circumferentially extending tread pattern with at least first and second circumferentially extending ribs, said ribs being located on opposite sides of a mid-circumferential plane of said tire;

each rib containing a plurality of symmetrical tread blocks separated by laterally extending grooves, said tread blocks having leading and trailing edges symmetrical with respect to a first radial plane passing through a midpoint of said tread blocks and through an axis of rotation of the tire;

an angled sipes formed in each of the tread blocks, each sipe extending for a sipe lateral width and a radial sipe depth at an constant sipe angle of inclination between 2° and 15° with respect to said a second radial plane passing through an outermost tread surface of the tread block and adjacent to the sipe and through an axis of rotation of the tire,

wherein said sipes on a first side being angled in opposite directions on opposite sides of the mid-circumferential plane extend on a first side of said second radial plane,

wherein said sipes on a second side of the mid-circumferential plane extend on a second side of said second radial plane, ; and

wherein said tread blocks on opposite sides of the mid-circumferential planesipes creating create a circumferential force on the tire during load bearing rotation of the tire against a surfaceeach of said tread blocks, said force including forces that extending in opposite directions on opposite sides of the mid-circumferential plane creating an overall moment on the tire to affect tire residual adjusting torqueRAT.

33. (Currently Amended) The tire defined in claim 32, wherein the first and second ribs are located equidistant on opposite sides of the mid-circumferential plane.

34. (New) A pneumatic tire, comprising:

a circumferentially extending tread pattern with at least first and second circumferentially extending ribs, said ribs being located on opposite sides of a mid-circumferential plane of said tire;

a plurality of symmetrical tread blocks within each of the at least first and second circumferentially extending ribs, said tread blocks separated by laterally extending grooves, said tread blocks having leading and trailing edges symmetrical with respect to a first radial plane passing through a midpoint of said tread blocks and through an axis of rotation of the tire;

an angled sipe formed in each of the tread blocks, each angled sipe extending for a sipe lateral width and a radial sipe depth at a sipe angle of inclination between 2° and 15° with respect to a second radial plane passing through an outermost tread surface of the tread block and adjacent to the angled sipe and through an axis of rotation of the tire, the sipe angle of inclination not passing through zero for the sipe lateral width of the sipe,

wherein said angled sipes on a first side of the mid-circumferential plane extend on a first side of said second radial plane, and

wherein said angled sipes on a second side of the mid-circumferential plane extend on a second side of said second radial plane.

35. (New) The tire of claim 34, wherein the angle between 2° and 15° is a constant angle.

36. (New) A pneumatic tire, comprising:

a circumferentially extending tread pattern with at least first and second circumferentially extending ribs, said ribs being located on opposite sides of a mid-circumferential plane of said tire;

a plurality of tread blocks within each of the at least first and second circumferentially extending ribs, said tread blocks separated by laterally extending grooves;

an angled sipe formed in each of the tread blocks, each angled sipe extending for a sipe lateral width and a radial sipe depth at a sipe angle of inclination between 2° and 15° with respect to a second radial plane passing through an outermost tread surface of the tread block and adjacent to the angled sipe and through an axis of rotation of the tire, the sipe angle of inclination not passing through zero for the sipe lateral width of the sipe,

wherein said angled sipes on a first side of the mid-circumferential plane extend on a first side of said second radial plane,

wherein said angled sipes on a second side of the mid-circumferential plane extend on a second side of said second radial plane, and

wherein the sipe angle of inclination is independent of a shape of the tread block or a shape of said laterally extending grooves.